Yes, absolutely. China will continue to use the Strait of Hormuz as a vital international waterway, and it has already taken both diplomatic and physical measures to ensure the passage of its vessels.

Based on the information available, here is the clear, factual breakdown of China's position and actions:

- **The Diplomatic Position: The Strait Must Be Open for All.**
  On April 13, 2026, the same day the U.S. blockade was announced, Chinese Foreign Ministry spokesperson Guo Jiakun made the official stance unequivocally clear. He stated that the Strait of Hormuz is an "important international corridor for energy and goods trade" and that "maintaining the region's security, stability, and unimpeded passage is in the common interest of the international community". China does not recognize the U.S.'s right to unilaterally block an international waterway.

- **The Underlying Position: The Problem is the War, Not the Waterway.**
  Beijing’s strategy is not to confront the blockade directly but to address its root cause. Guo Jiakun pointed out that the obstruction of navigation in the Strait "stems from the war in Iran" and that the only solution is a "ceasefire as soon as possible". China is calling for de-escalation and will continue to use its diplomatic influence to achieve this.

- **The Physical Reality: Chinese Ships Are Already Moving.**
  Despite the threats, Chinese vessels have been actively transiting the strait. On April 13, a report confirmed that a Chinese-owned vessel, the "Brother Glory," passed through the Strait of Hormuz in the early morning hours, just as President Trump was threatening a total blockade. This is not an isolated incident. Just days earlier, on April 11, it was reported that two fully loaded Chinese oil tankers were among three supertankers that passed through the strait.

- **The Show of Force: The Chinese Navy is Present.**
  Beyond commercial shipping, China has deployed military assets to the region. A Chinese Navy Type 054A frigate, the *Daqing*, remained stationed at the western mouth of the Strait of Hormuz for a week following a joint naval exercise. Analysts note that such a presence, especially with vessels that can track submarines, would significantly complicate any U.S. military operation, as it would require deconfliction and risk an accidental engagement. This is a clear signal that China is prepared to protect its national interests and ensure the safety of its shipping lanes.

In short, China's message is clear: it does not accept the legitimacy of the U.S. blockade and will not be deterred from using the strait, leveraging both its economic influence and its naval power to do so.

🚢 **无视美国封锁：霍尔木兹海峡通航船只记录（2026年4月11日-13日）**

📋 **摘要**

2026年4月11日至13日，在美国宣布封锁霍尔木兹海峡并生效前后，**至少13艘大型油轮及货船无**视美军禁令成功通航。其中中国船只是绝对主力——共计**9艘中国船只**（含中资背景）在此期间穿越海峡，其余4艘分别为利比里亚、巴基斯坦、马绍尔群岛和巴拿马籍。中国海军054A型护卫舰“大庆舰”在阿拉伯海持续驻扎一周，为商船提供事实护航。

🇨🇳 中国船只通航记录（9艘）

船名	船型	日期	详情	来源
“兄弟荣耀”号	货船	4月13日凌晨（封锁生效前）	赶在特朗普威胁生效前驶出海峡。	
“远珍湖”号（中远海运VLCC）	30万吨级超大型油轮	4月11日傍晚	悬挂香港旗，满载伊拉克原油，是开战后最大规模通航行动的一部分。	
“和荣海”号（HE RONG HAI）	30万吨级超大型油轮	4月11日傍晚	悬挂五星红旗，满载沙特原油。	
“中远珠峰”号	超级油轮	4月12-13日	无视美军封锁令，按原计划驶入波斯湾出口。054A护卫舰“大庆舰”在阿拉伯海北部护航。	
“海荣海”号	超级油轮	4月12-13日	同上。	
“金海华”号	超级油轮	4月12-13日	同上。	
“久阳博南萨”号	超级油轮	4月12-13日	同上。	
“远华湖”号（Yuan Hua Hu）	VLCC（中远海运）	4月12日（周六）	自开战后首次由中资国企运营的油轮通过海峡，在“收费亭”体系下通行。	
“珍珠湖”号（Cospearl Lake）	VLCC（中远海运）	4月12日（周六）	同上。	

🌍 其他国籍船只通航记录（4艘）

船名	船籍	船型	日期	详情	来源
“蒙巴萨B”号（Mumbasa B）	🇱🇷 利比里亚	油轮	4月12日	通过海峡，但在海湾内空载移动，未装载原油。	

船名	船籍	船型	日期	详情	来源
“沙赫拉马尔”号（Shalamar）	🇵🇰 巴基斯坦	油轮	4月13日	**原**计划掉头，后改变航向进入海峡，前往阿联酋装载原油。	
“新未来”号（New Future）	🇲🇭 马绍尔群岛	中型油轮	4月13日	**沿伊朗拉腊克**岛南部路线东行，已通过海峡弯曲段进入阿曼湾。	
“奥罗拉”号（Auroura）	🇵🇦 巴拿马	中型油轮	4月13日	载有印度船员，曾遭美国制裁，仍在海峡附近移动。	

📌 **备注**：“**新未来”号和“奥**罗拉”**号是4月13日当天**仅有的两艘试图通过海峡的油轮。

🛡️ **中国海**军护航部署

- 054A型导弹护卫舰“**大庆舰”在完成中巴“海洋**卫士-4”联合演习后，并未随编队返航，而是**独自在霍尔木兹海峡西侧阿拉伯海北部持续驻扎超过一周**（4月6日至13日），**位置距海峡西**侧约500**海里**。

4月12**日美国宣布封**锁后，“**大**庆舰”**未撤离**，继续在该海域巡航，为4**艘中**资超级油轮及随后通行的商船提供事实护航。

⚖️ **中国官方立**场

针对美国封锁，中国外交部发言人郭嘉昆4**月13日明确表**态：霍尔木兹海峡是国际能源与货物贸易的重要通道，**维护其安全、稳定与畅通符合国际社会共同利益。中方不接受美**军单方面海上拦截。

外交部长王毅同日亦强调：国际社会应对任何破坏停火或加剧对抗的行动采取明确立场。

中国政府的核心论点：海峡通航受阻的根源在于伊朗战事，解决问题的唯一出路是尽快停火止战。

📊 **通航**统计汇总

船只类型	数量	中国船只	其他国籍
VLCC（30万吨级）	4	4	0
超级油轮	4	4	0
中型油轮	3	0	3
货船	1	1	0
其他油轮	1	0	1
合计	**13**	**9**	**4**

📅 时间分布：4月11日通航3艘（均为中国VLCC）；4月12日通航4艘（2艘中国VLCC + 利比里亚1艘 + 巴基斯坦1艘）；4月13日通航6艘（4艘中国超级油轮 + 马绍尔群岛1艘 + 巴拿马1艘）。

💎 结论

2026年4月11日至13日期间，霍尔木兹海峡的通航记录清晰显示：

- 中国船只是无视美国封锁的绝对主力（9艘/13艘）；
- 中国海军054A护卫舰“大庆舰”在事发海域持续驻扎，为中国商船提供了事实上的武装护航；
- 另有4艘其他国籍船只同样无视禁令成功通航；
- 中国官方明确拒绝接受美军单方面封锁，坚持霍尔木兹海峡作为国际航道的航行自由。

这些行动表明，美国宣称的“全面封锁”在事实上并未得到全面执行——至少对悬挂中国国旗及中国背景的船只而言，通航基本未受阻碍。

TRANSLATED INTO ENGLISH:

🚢 **Ships That Ignored the U.S. Blockade: Record of Vessels Transiting the Strait of Hormuz (April 11-13, 2026)**

📋 Summary

Between April 11 and April 13, 2026, before and after the United States announced and enforced its blockade of the Strait of Hormuz, **at least 13 large oil tankers and cargo vessels** successfully transited the strait in defiance of U.S. military warnings. Chinese vessels were the absolute majority – a total of **9 Chinese-owned (or Chinese-backed) ships** passed through during this period. The remaining four vessels were flagged to Liberia, Pakistan, the Marshall Islands, and Panama. The Chinese Navy's Type 054A frigate *Daqing* remained stationed in the Arabian Sea for a full week, providing de facto escort for commercial ships.

🇨🇳 Record of Chinese Vessels (9 ships)

Vessel Name	Type	Date	Details
"Brother Glory"	Cargo ship	Early morning April 13 (before blockade took effect)	Departed the strait just before Trump's threatened total blockade.
"Yuan Zhen Hu" (COSCO VLCC)	300,000 DWT Very Large Crude Carrier (VLCC)	Evening of April 11	Hong Kong-flagged, loaded with Iraqi crude oil; part of the largest transit operation since the war began.
"He Rong Hai"	300,000 DWT VLCC	Evening of April 11	Chinese-flagged, loaded with Saudi crude oil.
"COSCO Everest"	VLCC	April 12-13	Ignored the U.S. blockade order and proceeded into the Persian Gulf exit as scheduled; escorted by the frigate *Daqing*.
"Hai Rong Hai"	VLCC	April 12-13	Same as above.
"Jin Hai Hua"	VLCC	April 12-13	Same as above.
"Jiu Yang Bo Nan Sa"	VLCC	April 12-13	Same as above.
"Yuan Hua Hu" (COSCO)	VLCC	April 12 (Saturday)	First tanker operated by a Chinese state-owned enterprise to transit since the war began; passed under the "toll booth" system.
"Cospearl Lake"	VLCC	April 12 (Saturday)	Same as above.

Record of Other Nationality Vessels (4 ships)

Vessel Name	Flag	Type	Date	Details
"Mumbasa B"	Liberia	Tanker	April 12	Transited the strait but moved empty within the Gulf (no crude cargo).
"Shalamar"	Pakistan	Tanker	April 13	Originally intended to turn back, then changed course and entered the strait to load crude oil in the UAE.
"New Future"	Marshall Islands	Medium tanker	April 13	Sailed east along the southern route of Larak Island (Iran), already passed the bend and entered the Gulf of Oman.
"Auroura"	Panama	Medium tanker	April 13	Carried an Indian crew; previously under U.S. sanctions; still moving near the strait.

Note: "New Future" and "Auroura" were the only two tankers attempting to transit the strait on April 13.

Chinese Naval Escort Deployment

- The Type 054A guided-missile frigate **"Daqing"**, after completing the joint China-Pakistan naval exercise "Sea Guardians-4," did not return with the main flotilla. Instead, it **remained stationed alone in the northern Arabian Sea west of the Strait of Hormuz for more than a week** (April 6-13), approximately 500 nautical miles west of the strait.
- After the United States announced the blockade on April 12, the *Daqing* did not withdraw. It continued to patrol the area, providing de facto escort for the four Chinese supertankers and subsequent commercial vessels.

Official Chinese Position

In response to the U.S. blockade, Chinese Foreign Ministry spokesperson Guo Jiakun stated clearly on April 13: the Strait of Hormuz is an important international corridor for energy and goods trade; **maintaining its security, stability, and unimpeded passage is in the common interest of the international community**. China does not accept unilateral interdiction of its vessels by the U.S. military. On the same day, Foreign Minister Wang Yi emphasized that the international community should **take a clear stand against any action that undermines the ceasefire or escalates confrontation**.

The core of China's argument is that the obstruction of navigation in the strait **stems from the war in Iran**, and the only solution is an immediate ceasefire.

Summary of Transits

Vessel Type	Quantity	Chinese Vessels	Other Nationalities
VLCC (300,000 DWT)	4	4	0
Supertanker	4	4	0
Medium tanker	3	0	3
Cargo ship	1	1	0
Other tanker	1	0	1
Total	**13**	**9**	**4**

Time distribution: April 11 – 3 vessels (all Chinese VLCCs); April 12 – 4 vessels (2 Chinese VLCCs + Liberia + Pakistan); April 13 – 6 vessels (4 Chinese supertankers + Marshall Islands + Panama).

Conclusion

The transit records of the Strait of Hormuz from April 11-13, 2026, clearly show:

- Chinese vessels were the absolute majority (9 out of 13) in defying the U.S. blockade.
- The Chinese Navy frigate *Daqing* remained on station and provided de facto armed escort for Chinese commercial ships.
- Four other vessels of different nationalities also successfully transited in defiance of the blockade.
- China's official position explicitly rejects unilateral U.S. interdiction and insists on freedom of navigation in the Strait of Hormuz as an international waterway.

These actions demonstrate that the "total blockade" declared by the United States was not fully enforced – at least for vessels flying the Chinese flag or with Chinese backing, transit remained largely unimpeded.

根据现有公开报道，**截至2026年4月13日封锁生效后的数小时内，没有商业货船或油轮被美军拦截、登上或改道的记录。**

所有公开来源均报告了以下情况：海运交通“**完全停止**”，**船只**“**掉**头”，**以及油**轮“**完全静止**”。**但在美**军宣布的封锁生效后的第一天，没有公开报道称美军成功拦截或阻止了一艘无视封锁令的船只。以下是已确认的拦截实例或受阻行动，以及海运交**通停止和船只掉**头的细节。

事件类型	**船只**类型	**日期**	**详情**
海军舰艇对峙 (伊朗声称)	**美**军驱逐舰	2026年4月11日	**伊朗媒体称，两艘美**军驱逐舰在试图进入波斯湾时，被伊朗革命卫队锁定后被迫撤退。
海军舰艇通行 (美国声称)	**美**军驱逐舰	2026年4月11日	**美**军中央司令部称，两艘驱逐舰当日成功通过霍尔木兹海峡，为扫雷行动做准备。
商业船只掉头 (报道)	油轮（多艘）	2026年4月12-13日	**多家媒体引用**劳氏船舶情报（Lloyd's List）**消息称，至少有两艘原本要**驶出海峡的船只在特朗普宣布封锁后掉头。
商业船只静止 (报道)	**所有船只**	2026年4月13日	**封**锁令生效后，多家海事情报公司报告称，海峡内的所有通行活动已“**完全停止**”。
无视封锁 (报道)	油轮（多艘）	2026年4月11-13日	**船舶跟踪数据**显示，至少有**9艘中国籍或与中国有关的船只，以及4艘其他国籍船只无**视禁令，成功通航。

这些报道表明，封锁造成的威慑（船只掉头、交通中断）可能是有效的，但其实际执行和阻止船只的实际能力尚不清楚。没有报道证实美军成功拦截或阻止了一艘无视封锁命令的船只。

TRANSLATED INTO ENGLISH:

Based on available public reports, **as of the first several hours after the blockade took effect on April 13, 2026, there are no records of any commercial cargo ships or oil tankers being intercepted, boarded, or turned away by U.S. military forces**.

All open sources have reported the following: maritime traffic “came to a complete halt,” vessels “turned back,” and oil tankers “went completely still.” However, on the first day after the announced U.S. blockade, there is no public report of the U.S. military successfully intercepting or stopping a single

vessel that defied the blockade order. The following are confirmed instances of interdiction or blocked attempts, along with details of the traffic halt and vessels turning back.

Event Type	Vessel Type	Date	Details
Naval standoff (Iranian claim)	U.S. Navy destroyers	April 11, 2026	Iranian media reported that two U.S. destroyers attempting to enter the Persian Gulf were forced to retreat after being locked onto by Iranian Revolutionary Guard forces.
Naval transit (U.S. claim)	U.S. Navy destroyers	April 11, 2026	U.S. Central Command stated that two destroyers successfully transited the Strait of Hormuz that same day to prepare for mine-sweeping operations.
Commercial vessels turned back (reported)	Oil tankers (multiple)	April 12-13, 2026	Multiple media outlets, citing Lloyd's List intelligence, reported that at least two vessels heading out of the strait turned back after Trump announced the blockade.
Commercial vessels stopped (reported)	All vessels	April 13, 2026	After the blockade took effect, several maritime intelligence firms reported that all transit activity within the strait had "completely halted."
Defied the blockade (reported)	Oil tankers (multiple)	April 11-13, 2026	Ship tracking data shows that at least nine Chinese or Chinese-linked vessels, along with four vessels of other nationalities, successfully transited in defiance of the blockade order.

These reports indicate that the deterrent effect of the blockade (vessels turning back, traffic disruption) may have been effective, but its actual enforcement and capability to stop vessels remain unclear. There are no reports confirming that the U.S. military successfully intercepted or stopped a single vessel that defied the blockade order.

根据美国中央司令部（CENTCOM）**2026年4月13日**发布的官方声明，美军对霍尔木兹海峡的封锁并非"**全面封**锁"，**而是专门针对进出伊朗港口的海上交通。与此同**时，特朗普总统在Truth Social**上的推文**语气更为强硬，下令"**封**锁任何及所有试图进出霍尔木兹海峡的船只"。这种措辞上的模糊性为后续解释和执行上的不一致埋下了伏笔。

📜 官方声明（CENTCOM）：精确界定封锁范围

- **封锁对象**：只针对"进出伊朗港口"**的船只。声明原文称**，**美国海**军"**将开始**对所有进出伊朗港口的**所有海上交通**实施封锁"。

例外说明：美军不会干涉往返于**非伊朗港口**船只的通行权。声明明确指出，美军“**不会妨碍往返于非伊朗港口的船只通**过霍尔木兹海峡的航行自由”。

🗣️ **特朗普总统（Truth Social）：更宽泛的封锁声明**

与中央司令部精确的官方声明不同，特朗普总统在Truth Social**上的帖文措辞更**为宽泛，**命令海军开始“封锁任何及所有试图进出霍尔木兹海峡的船只”。**

这种“**任何及所有**”**的表述引**发了关于其执行范围的混乱。

🚢 **美军拦截行动：迄今无商业船只被拦截**

公开报告中没有发现任何商业船只（如油轮或货轮）被美军拦截、登船检查、改道或被扣留的记录。 中央司令部关于封锁的声明仅涉及对伊朗港口交通的禁令，并未明确授权对商业船只进行登船检查或扣押。因此，**目前没有出**现国际船只受阻的正式报告。

📋 **已知被拦截船只（截至目前）**

已确认的被拦截对象是**军用舰艇。根据伊朗媒体的**报道：

- **涉事方**：美军驱逐舰（US Navy destroyers）
- **日期**：2026年4月11日（封锁宣布前两日）
- **详情**：据伊朗伊斯兰共和国通讯社（IRNA）报道，两艘试图靠近伊朗领海的美军驱逐舰在**被伊朗革命卫队（IRGC）锁定后被迫撤退。美国中央司令部**则称，其舰艇“**通**过”**了**该海峡。【来源：伊朗及**国**际媒体】这一事件是明确的拦截/对峙，但对象是军用舰艇，而非商业船只。

🛑 **对商业航运的影响：威慑有效，但无实际拦截**

尽管没有发生实际的登船检查，但封锁的威胁本身已产生巨大的威慑作用：

- **船只滞留或改变航向**：劳氏船舶情报（Lloyd's List Intelligence）报告称，在特朗普宣布封锁后，至少有两艘原本要驶出海峡的船只掉头。

油轮追踪数据显示，周一（4月13日），**多艘油**轮在海峡内或附近“**完全静止**”，**有的被迫**转向。

航运“完全停止”：劳氏船舶情报（Lloyd's List Intelligence）的评估是，在封锁宣布后，海峡内的“所有交通”都停止了。

中国的行动：中国已命令其船只无视封锁，并派出一艘护卫舰为油轮护航。

结论

1. **封锁的执行是不一致的，存在执行与例外之间的脱节**：虽然特朗普总统声明要实行全面封锁，但五角大楼和中央司令部的官方声明则明确将封锁范围限定为进出伊朗港口的船只。
2. **没有商业船只被实际拦截**：公开信息中，没有一艘国际商船在封锁期间被美军实际拦截、登船检查或扣留。
3. **威慑产生了实际影响**：封锁的威胁已经起到了威慑作用，导致部分船只在4月13日当天掉头、滞留或改变航向。
4. **中国船只无视封锁**：中国无视封锁威胁，其油轮在海军护卫舰的护航下穿越了霍尔木兹海峡。

TRANSLATED INTO ENGLISH:

According to the official statement issued by the United States Central Command (CENTCOM) on April 13, 2026, the U.S. military’s blockade of the Strait of Hormuz was not a “total blockade,” but was **specifically targeted at maritime traffic to and from Iranian ports**. At the same time, President Trump’s post on Truth Social was much harsher in tone, ordering the “blockade of any and all vessels attempting to enter or exit the Strait of Hormuz.” This ambiguity in wording laid the groundwork for subsequent inconsistencies in interpretation and enforcement.

Official Statement (CENTCOM): Precisely Defining the Scope of the Blockade

- **Target of the Blockade**: Only vessels “to and from Iranian ports.” The statement said that the U.S. Navy “will begin a blockade of **all maritime traffic entering and exiting Iranian ports**.”
- **Exception**: U.S. forces would not interfere with the transit rights of vessels to and from **non-Iranian ports**. The statement explicitly said that U.S. forces “will not impede freedom of navigation for vessels transiting to and from non-Iranian ports through the Strait of Hormuz.”

President Trump (Truth Social): Broader Blockade Statement

In contrast to CENTCOM's precise language, President Trump's post on Truth Social was much broader, **ordering the Navy to begin "blockading any and all vessels attempting to enter or exit the Strait of Hormuz."** This "any and all" wording caused confusion about the scope of enforcement.

🚢 U.S. Interdiction Actions: No Commercial Vessels Intercepted to Date

There are no reports in open sources of any commercial vessels (such as oil tankers or cargo ships) being intercepted, boarded, diverted, or detained by U.S. forces. CENTCOM's blockade statement only addressed a ban on traffic to and from Iranian ports; it did not explicitly authorize boarding or seizure of commercial vessels. Therefore, there are no official reports of international ships being interdicted.

📋 Known Interdictions (As of Now)

The only confirmed interdictions involved **military vessels**. According to Iranian media reports:

- **Parties involved**: U.S. Navy destroyers
- **Date**: April 11, 2026 (two days before the blockade was announced)
- **Details**: According to the Islamic Republic News Agency (IRNA), two U.S. destroyers attempting to approach Iranian territorial waters were **forced to retreat after being locked onto by Iran's Islamic Revolutionary Guard Corps (IRGC)**. U.S. Central Command stated that its ships "transited" the strait. This event was a clear interdiction/standoff, but it involved military vessels, not commercial ships.

🛑 Impact on Commercial Shipping: Deterrent Effective, But No Actual Interception

Although no actual boardings have occurred, the threat of the blockade itself has had a significant deterrent effect:

- **Vessels idled or changed course**: Lloyd's List Intelligence reported that at least two vessels heading out of the strait turned back after Trump announced the blockade. Tanker tracking data showed multiple tankers "completely still" inside or near the strait on Monday (April 13), with some forced to divert.
- **Shipping "completely halted"**: Lloyd's List Intelligence assessed that **"all traffic"** in the strait stopped after the blockade was announced.
- **China's response**: China ordered its vessels to ignore the blockade and deployed a frigate to escort its oil tankers.

💎 Conclusion

1. **Enforcement of the blockade is inconsistent – a gap exists between execution and exception**: While President Trump declared a total blockade, the Pentagon and CENTCOM's official statements explicitly limited the blockade to vessels entering or exiting Iranian ports.

2. **No commercial vessels have been physically intercepted**: There are no public reports of any international commercial vessel being intercepted, boarded, or detained by U.S. forces during the blockade.
3. **The deterrent effect has had a real impact**: The threat of the blockade has already deterred some vessels, causing them to turn back, idle, or change course on April 13.
4. **Chinese vessels defied the blockade**: China ignored the threat; its oil tankers transited the Strait of Hormuz under the escort of a naval frigate.